

ed the eaves "with the projecting rafters, having the soffit and fascia stuccoed with cement on wood laths." Other pairs were to be built, "each pair being at least 22 feet apart between flank wall and flank wall, with the addition of side entrances on the ground story, about 13 or 14 feet apart;" and Mr. Duncan was prevented by his lease from encroaching on this space.

The award was that, although the construction was not such as can be fully approved as proper and sufficient, "yet, inasmuch as it appears that the said George Duncan had endeavoured to conform to the requirements of the Metropolitan Buildings Act in this matter, and inasmuch as the two pairs of houses in question are to be widely separated from each other and from all others, and inasmuch as cement is a material to which the official referees do not wholly object for the purpose of covering the soffits of cornices of overhanging roofs, we make no further award with respect to the pair of cottages, the subject of the said requisition, except that the cornices in question must be separated in the line of the party wall by a cornice of brick or stone," as described in the preceding award.

ROOF COVERINGS: ASPHALTED FELT.

Information being laid against Mr. Cameron for covering the roof of a house with asphalted felt, the referees determined "that asphalted felt is not to be deemed a cement proper to be used as a covering for the external parts of the roof of any building, and that the roof of the building in question has not been covered with any of the materials required by the first-mentioned Metropolitan Buildings Act." And we do hereby direct the said John Cameron forthwith to cover the said roof with slates, tiles, metal, glass, artificial stone, or cement, or to take off the roof of the said building so far as the same is constructed and formed of timber or other wood-work."

FIRE-PROOF ACCESSSES.

The Messrs. Druce having made certain alterations in the Baker-street Bazaar, the district surveyor objected "that the said building operations form, or are intended to form, a way of ingress and regress from Baker-street to the furniture department of the said bazaar, which said way is not wholly supported, constructed, or intended to be made and finished fire-proof, the said bazaar being a building of the third or public class of building."

It was contended on the part of Messrs. Druce and Co. that not a brick had been disturbed, and that the work in question is a mere platform on trestles, and that nothing has been done to form an entrance to either of the buildings in question; and with respect to a previous award of the referees mentioned in the information, that the intention therein referred to had been abandoned for the present, the communication between the bazaar and the house being made that the rooms of the house may be used as pattern show-rooms in connection with the furniture department of the bazaar. The referees, on attending, found that the work in question consisted "of the removal of the sashes from the window of the back room on the second or ground-floor story of the house No. 68, Baker-street, and of the sashes, or whatever else may have occupied the sash-frame, of the window opposite to it in the second or ground-floor story of the bazaar; of the formation of a short flight of wooden steps in each of the two buildings, to lead up to the sills of the sash-frames; and of a wooden platform, set as a gangway from the window of the bazaar to the window of the house, and extending over the lead-flat-roof of the kitchen of the house."

The award was:—"That, by the removal of the sashes or other fittings from the opposite windows of the bazaar and of the house, and the formation of steps and of a gangway to lead up to and from the bazaar and the house, such removal and formation being for the purpose of using the house in connection with the bazaar, the said house has been altered so as to bring it within the class of building to which the bazaar belongs, that is to say, to the third class; and we do hereby direct, that unless all the conditions prescribed as to buildings of the third class be complied with, and especially the rule with regard to buildings of the third class in part 6 of schedule C of the first-mentioned Metropolitan Buildings Act, the said flights of steps and

the said gangway be forthwith removed, and the sashes or other fittings to the opposite windows restored, so that the said house may not be used as an entrance to, or otherwise in connection with, the said bazaar or any part thereof."

LARGE OR SMALL AREAS FOR MONUMENTS.

THE STATUE AGAIN.

SIR,—The affair of the Wellington statue, as is observed in the last number of *THE BUILDER*, still requires watching. It is not to be supposed that the committee will relax one instant from their exertions to retain possession of a site, gained temporarily, at least, after long years of obstinate fight; and the difficulty of finding an appropriate position now comes in most opportunely to their aid, and will, no doubt, be taken full advantage of by these guardians of the public taste. Certainly, if once the statue is down, and provided with a suitable location, no event could possibly have occurred the better to vindicate the character of the said public taste from the aspersions of connoisseurs at home and abroad. Of apathy, during the interval between the erection of the bronze and the wooden horse, they have no doubt been guilty; but the almost unanimous condemnation and ridicule that it has met with, since the question has been generally mooted, clearly shows that our sense of artistic propriety is not yet reduced to the lowest ebb.

The question is, where is this suitable location? Now we cannot find that any one has been yet proposed more suitable than the space between the Athenæum and the United Service Club. This space is sufficiently large to allow of a full view of the statue from the most advantageous distance and position, and yet small enough to allow its colossal proportions to have their due effect. This is consistent both with authority and reason. The ancients almost invariably placed their largest monuments, whether of architecture or sculpture, in a confined space, so that the first point of view was at such a distance that their grandeur of effect was proportioned to the increased cost and labour of their execution. This cost, if, as the size of the object is increased, you increase without limit the space in which it is placed, is entirely thrown away. The monolithic column of St. Peterburgh is reduced to insignificance by its position in the centre of an extensive review-ground; while that of Trajan, on the contrary, possesses the full value of its dimensions, from the comparatively small extent of the forum in which it is situated. Still more contracted in their dimensions were the receptacles of the colossal statues of the Greeks of the greatest celebrity, viz., the cells of their temples; and the authority of the ancients, though by no means to be implicitly followed, yet, as shewing us the opinion of those who were at least capable of imagining and executing works which, mutilated as they now are, still are looked upon as the master-works of human genius, must surely be of some value.

The position indicated, too, is one of the greatest publicity, and it appears to call for some important object to fill up the vacant space; in addition to which, the statue would group well with the column beyond. The advantage of the union of several objects of art in one spot has never been sufficiently thought of in this country. We have no space in which all the greatest wonders of art are concentrated, as in the Roman forum—no *réunion* of sculpture and architecture, to attract the attention of the passer-by, and tempt him to linger, as in a costly museum. Statues by our best artists are banished to the remote and deserted squares, dropped down, one here, one there, an unassuming in the position they have taken up as hardly to attract a passing glance; whereas, by collecting some of the best of them in one or two spots, as in Trafalgar-square, or the space before alluded to, our character as a nation for taste and the appreciation of works of art, would be much more fully and deservedly vindicated than it now is.

These remarks and suggestions would not have been made, did it not appear that the question of site was again in a state of uncertainty, and that there was also reason to apprehend that the attention of the public might be withdrawn, in a great measure, from the sub-

ject, while some danger of an unfortunate result still remained—that the army would be disbanded before the enemy was completely conquered, and the rebel reduced to obedience. While the statue, and, what is even more destructive of the beauty of the arch's proportions, its pedestal, still remain, we must remember that the snake is "scotched, but not killed," and that no stone should be left unturned to ensure final triumph. We cannot hold the architect of the arch altogether free from blame, for the apparent indifference with which he regarded the whole affair; he was very aptly and justly satirized for his faint-heartedness in taking no public step to prevent the ruin of his work, in *Punch's* report of the examination of the "competent persons." Until his letter was dragged from its concealment by a motion of the House of Commons, his opinion was far from being generally known: had it been so, it would have done much in leading public opinion and drawing earlier attention to the subject."

WORKS ON THE LANCASTER AND CARLISLE RAILWAY.

THE Lancaster and Carlisle Railway was opened on the 16th ultimo, making an extension of seventy miles in the great trunk line from London to Glasgow. The new station from which the train started, is situated about one mile from the junction with the Lancaster and Preston Railway. It is a neat little structure, built of white freestone, from a design by Mr. Tite, as are all the different stations on the line. Leaving the station, we pass on to the viaduct over the River Lune, which consists of eleven arches, eight of which are 13 feet span, and three 120 feet span. The eight 33 feet arches are built of brick and stone, the large arches are of timber. The height of viaduct is 55 feet, and it contains—of stone, ashlar, 246,381 cubic feet; brickwork, 1,098 and two-thirds cubic yards; timber, 27,300 cubic feet; and ironwork, 61,981 lbs.

The tide rises twelve feet in the river Lune, and the foundation of the South River Pier had to be sunk 25 feet below low water. Leaving the Lune, we pass on to Heat Bank, and here the line passes the end of Morecambe Bay. Here also is the first station from Lancaster. Passing on from Heat Bank, we next reach Carnforth. The gradients of this portion are 1 in 471, and 1 in 300. The next work of interest is a handsome skew bridge over the Lancaster and Millthorpe turnpike-road, built very obliquely, being on an angle of 30°. The arch contains nearly 4,000 cubic feet of stone. The gradient here is 1 in 131 for about 2½ miles, which bring us nearly to Holme, the third station from Lancaster; 14 miles from Lancaster the line crosses the river Beetha, whence there is an uninterrupted rise of thirteen miles, broken into gradients, varying from 1 in 193 to 1 in 105. At 20 miles from Lancaster is the junction of the Kendal and Windermere Railway. The line now proceeds upon very heavy embankments and cuttings. One of the most formidable of these contains 150,000 cubic yards of earthwork. We now shortly cross the Sedburgh turnpike road, over which is an iron girder bridge. Then skirting the Benson Knot, one of the highest hills in Westmoreland, the line crosses the turnpike road from Kendal to Appleby, close to which is a very heavy rock cutting, containing 90,000 cubic yards. Then follows a large embankment in the Valley of the Mint, in which are 121,000 cubic yards, succeeded by a cutting, from which 200,000 cubic yards have been taken. At the end of this cutting the Appleby turnpike-road is again crossed. 25 miles from Lancaster is Ducken Gill viaduct, consisting of six arches of 50 feet span, and 75 feet high; the total length of viaduct is 370 feet; the width between the parapets 25 feet. It is built of lime stone, and contains 7,000 cubic yards. Following the

* We continue to receive numerous letters on this subject. Our correspondent, "An Inhabitant of May Fair," after scolding the government for permitting the statue still to remain up, again urges "that the site most appropriate for its reception is, on that portion of ground which one may designate 'an man's land,' in St. James's park, at such a distance within it as good taste might appoint, facing the Horse Guards, and in front of the parade where the household troops relieve guard every day in the year. The parade would not be encroached on, there would be some distance from which it might be viewed, and the representation of military honour and renown would be constantly before the soldier's eye."